

NAS-T

Vol. III, No. 4 USNAS Tillamook, Ore. 27 Oct. 1945

— NAVY DAY —





CAPT. WHELAN LOGS OUT

Late in October, Comdr. T. M. Whelan, USN, was detached as Commanding Officer of NAS, Tillamook, and ordered to duty with the Bureau of Aeronautics in Washington, D.C. During his eight months of duty here, the Captain has won himself an indelible place in the memories of those who served under him. All hands wish him "smooth Sailing" on his new duty.

Comdr. Klein New Skipper

He was relieved by Comdr. F. N. Klein, Jr. USNR, wellknown on the station as the Commanding Officer of NAST-based Blimpson 33, since January, 1945. His Executive Officer is burly Lt. Comdr. H. B. Hosmer, USNR, formerly Squadron Operations Officer and a station favorite.

Squadron & Hedron Decommissioned

The final phases of decommissioning Blimpson 33 will be undertaken by Comdr. Verne Jennings, capable Squadron Executive Officer.

Following in the wake of the Squadron is Blimpedron 3 Detachment 33, whose officer-in-charge, Lt. Comdr. R. W. Gibson, USNR, was detached 25 October and released to inactive duty. According to a Hedron spokesman this activity will be decommissioned in the very near future.

Future plans for the station will be announced as they are received by the Commanding Officer.

THE ORIGIN OF NAVY DAY

The observance of Navy Day was inaugurated October 27, 1922, under the auspices of the Navy League of the United States, in order that the American people might become more familiar with the United States Navy, and gain a greater appreciation of its importance and influence in our national life.

October 27 was chosen as the date for the observance of the date in 1775 when the Continental Congress received the bill providing for the original United States Fleet. Although the fleet was authorized at the time it was not until 1798 that the Navy Department was made an independent and recognized unit of our Federal Government. October 27 also marks the birthday of Theodore Roosevelt, who recognized the need for a strong Navy and is widely credited with being the father of our modern Navy.

This year the United States Navy will be 170 years old. Its origin is mingled with the very roots of American life and thought. From the era of the wooden sailing ships to the present day its tradition of seamanship and courage has been one of the proudest chapters in American history.

Officers pictured at the left are: (top) Comdr. T. M. Whelan, USN, Commanding Officer of NAS, Tillamook from Feb. to Oct. 1945, Comdr. F. N. Klein, Jr., USNR, former Commanding Officer of Blimpson 33, Lt. Comdr. R. W. Gibson, USNR, Officer-in-charge of Blimpedron, Capt. E. P. Nordberg, USMCR, Commanding Officer of Marine Barracks.

STATION LOG

(July, 1942 — Oct., 1945)

Three years ago today—27 October, 1942, construction was started on the first airship hangar, Hangar B.

In July of that year the Sound Construction Co. had been awarded a Navy contract to build NAS, Tillamook, and had opened offices in a nearby schoolhouse to sign up workers.

First on the construction list was the Administration building and radio-receiving facilities.

Before torrential winter rains set in, the gatehouse and fence, the enlisted men's barracks and mess hall, roads and walks, and railroad connections between the city of Tillamook and the station were under construction.

Station Commissioned

On 1 December, 1942, the embryonic station was put into commission by Capt. (then Comdr.) Karl L. Lange, USNR, long a veteran in LTA by civilian experience and military duty.

Serving under the new Commanding Officer were 21 officers, 46 enlisted men, and 17 civil service workers.

Station construction continued slowly under extremely adverse weather and living conditions.

In Feb., 1943, the first snow in 30 years fell. By April the Navy Housing Project in Tillamook was started, and blimps were patrolling regularly off the Oregon Coast.

1944 Busy

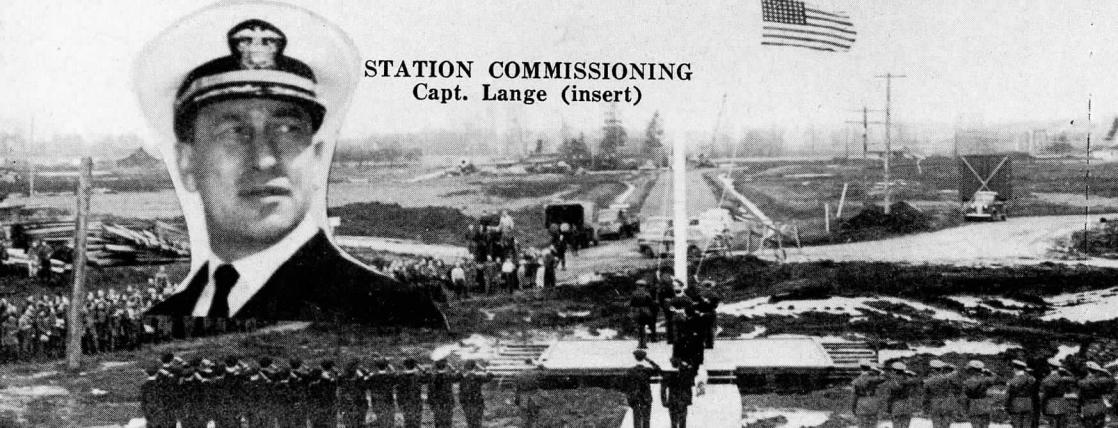
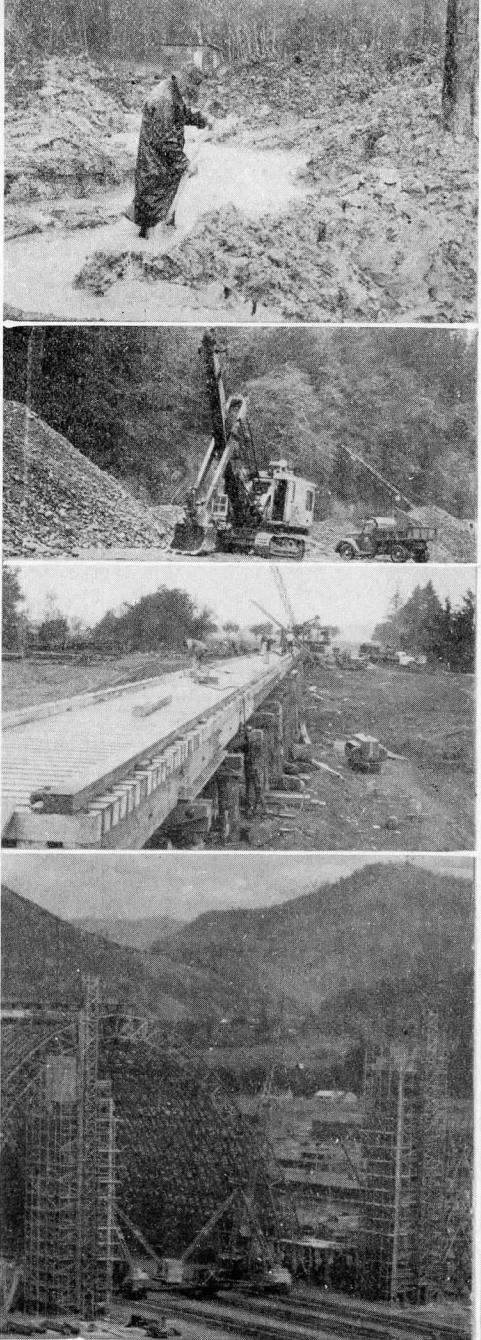
Among major changes early in 1944 which affected the station were the March detachment of Lt. Comdr. Peeler, USN, Executive (Continued page 14)

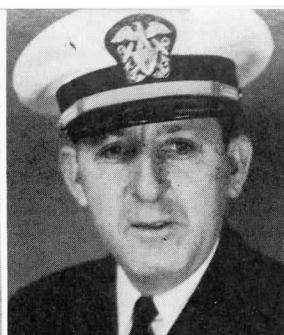
WELCOME . . . ABOARD

In spite of retrenching and decommissioning activities, NAS, Tillamook, will keep alive an old Navy tradition by opening its gates to a host of civilian friends on Navy Day.

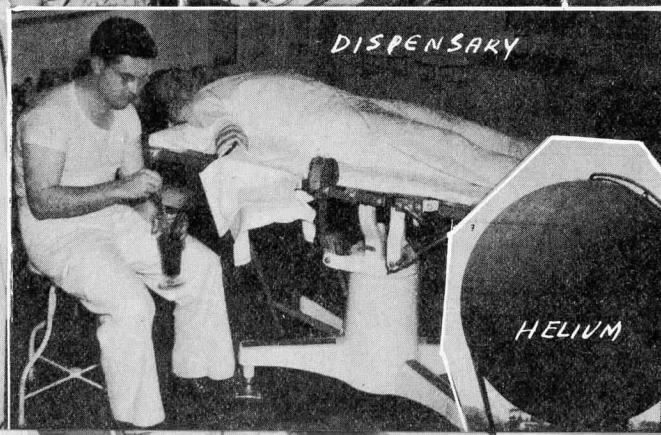
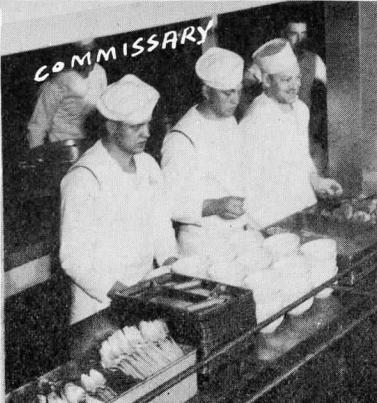
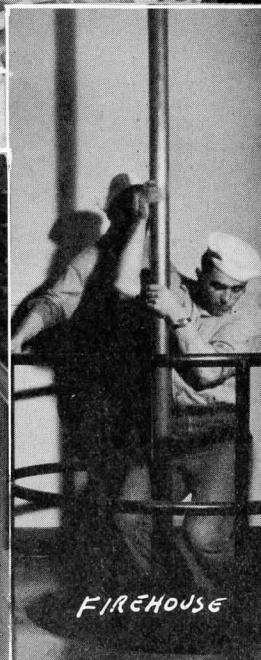
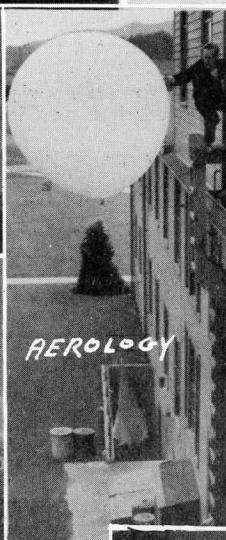
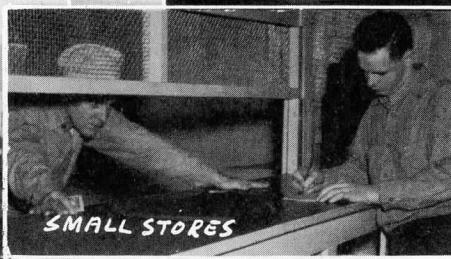
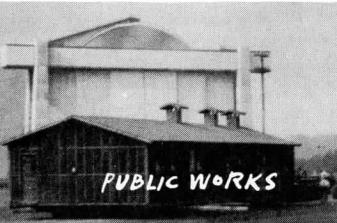
Crisp fall weather with technicolor leaves emblazoning the Oregon evergreens should make a splendid backdrop for the last visit scheduled for civilians at NAST.

STATION COMMISSIONING
Capt. Lange (insert)

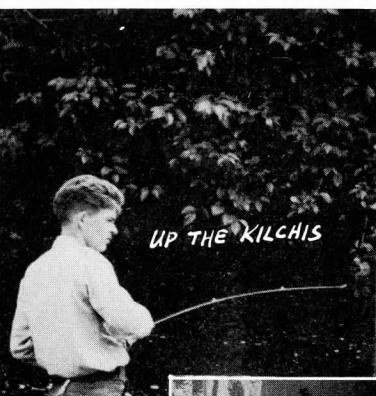




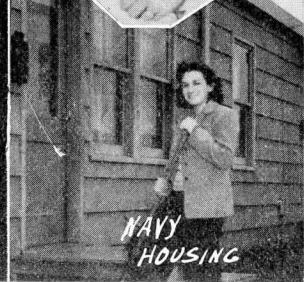
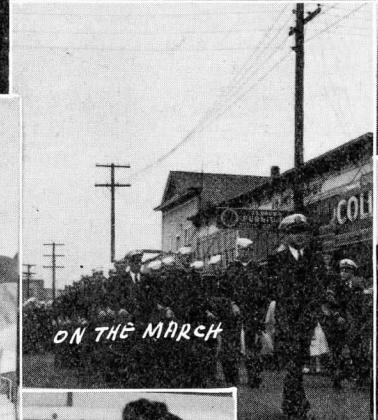
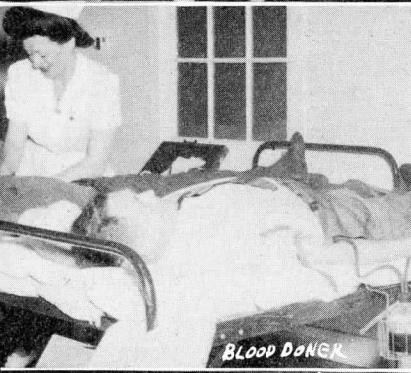
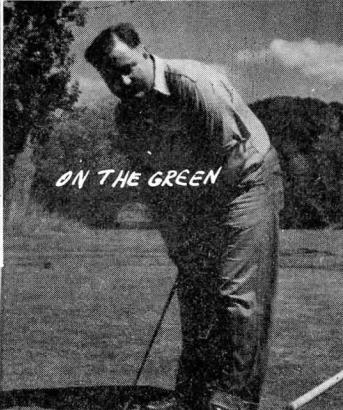
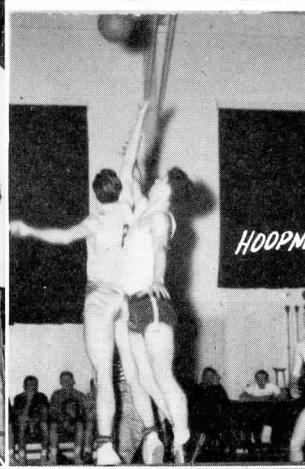
DUTY DAYS



STATION



SNAPS



BLIMPRON 33 PATROLS FROM

Paralleling the station in length of service is Blimpron 33, commissioned at NAS, Tillamook, on 10 December, 1942.

First skipper of the squadron of silver sentries was Lt. Comdr. (now Capt.) E. J. Sullivan, USN, who has since made air-shipping history in the Mediterranean area.

The first ship, the K-31, came aboard in February, 1943, and along with subsequent sister ships flew through the worst weather experienced in this area in 30 years. Prime duties of these pioneers in West Coast patrol were ship escort and anti-submarine duty with wartime runs averaging 17 hours.

In March, 1944, Lt. Comdr. (now Comdr.) W. R. Peeler, USN, Station Executive Officer, relieved Lt. Comdr. Sullivan. During Lt. Comdr. Peeler's command, air-sea rescue operations were developed to a science by Squadron pilots, who engaged in other missions such as reporting vessels in distress, searching for migrating geese, and assisting in parades and war bond rallies.

Early in 1945, Lt. Comdr. Peeler was relieved by Lt. Comdr. (now Comdr.) F. N. Klein, Jr., USNR. Under his direction, Blimpron 33 has supplemented its patrol and air-sea rescue duties by acting as a target for warships to assist in calibration of radar and electronics. Their efforts resulted in knocking two weeks off the post-overhaul periods for ships docked at the Puget Sound Navy Yard.

Blimp fish-spotting activities upped the catch of pilchard and tuna off the Washington Coast this summer and won the Squadron favorable publicity and many appreciative letters.

Until recently, portable mooring masts provided blimp landing facilities at Shelton and Quillayute in Washington, and North Bend and Astoria in Oregon.

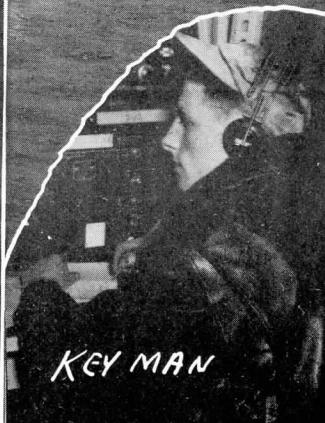
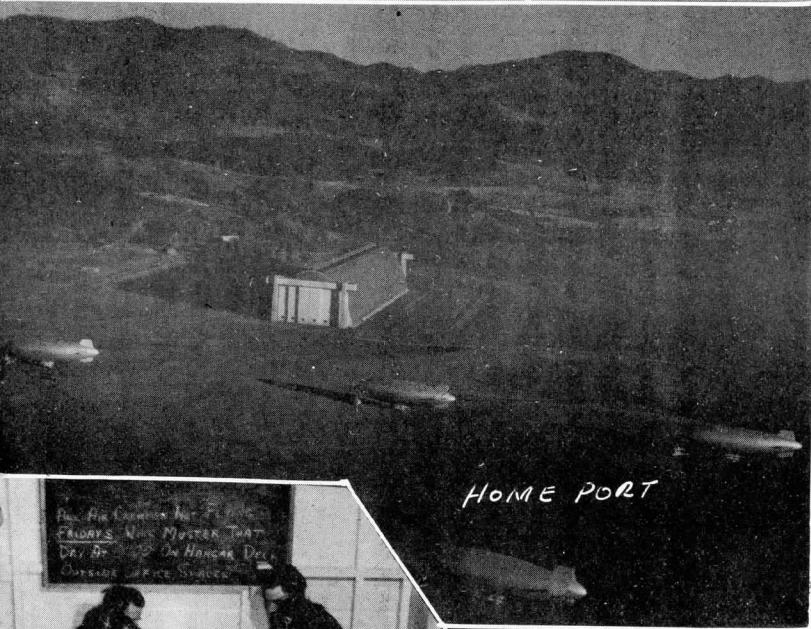
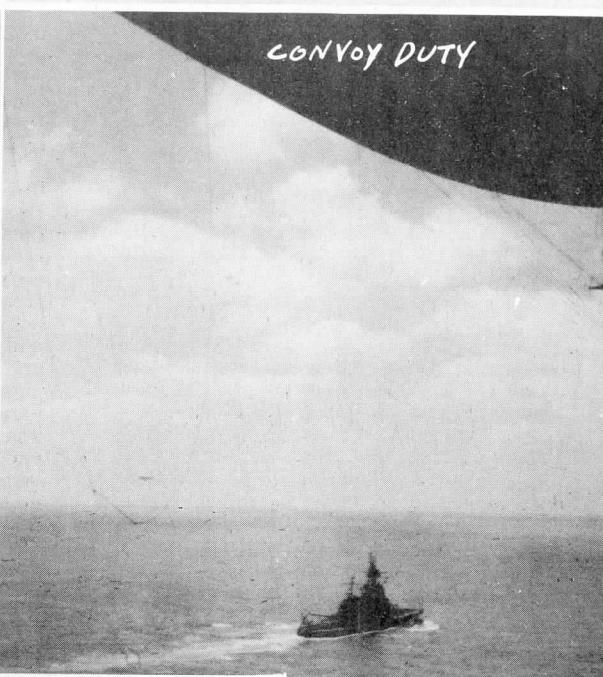
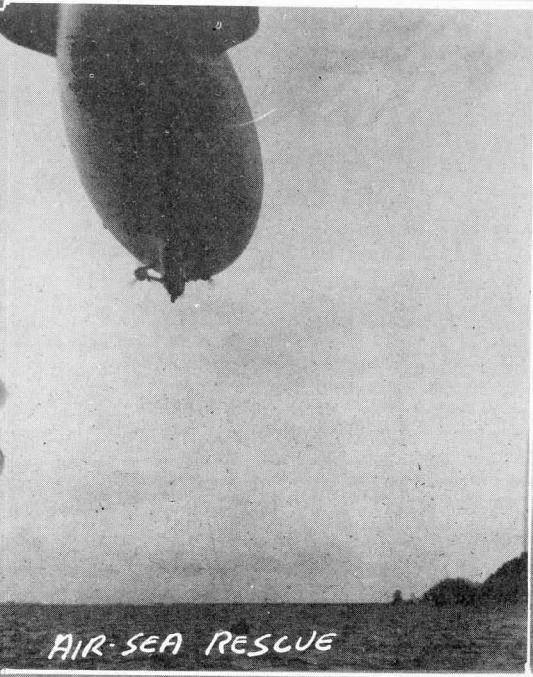
Main activity at NAS, Tillamook, during its three years of operation, the Squadron has always had the wholehearted co-operation of the Station and the Hedron Detachment.

"While the primary mission of this squadron was anti-submarine warfare, it is very gratifying to me as squadron commander, and the entire squadron shares my views, to know that after the submarine menace was over, this squadron still played an important part in the successful prosecution of the war. Our utility work at the Puget Sound Navy Yard greatly assisted the Navy in expeditiously returning the damaged ships to the fronts where they were so badly needed in the last campaigns of the war."

Comdr. F. N. Klein, Jr.
Commanding Officer, Blimpron 33



ALASKA TO CALIFORNIA BORDER

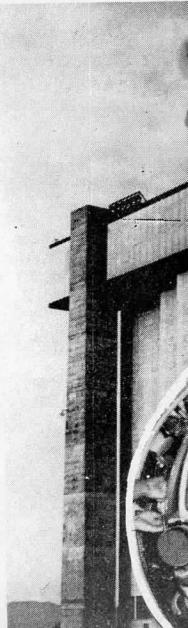
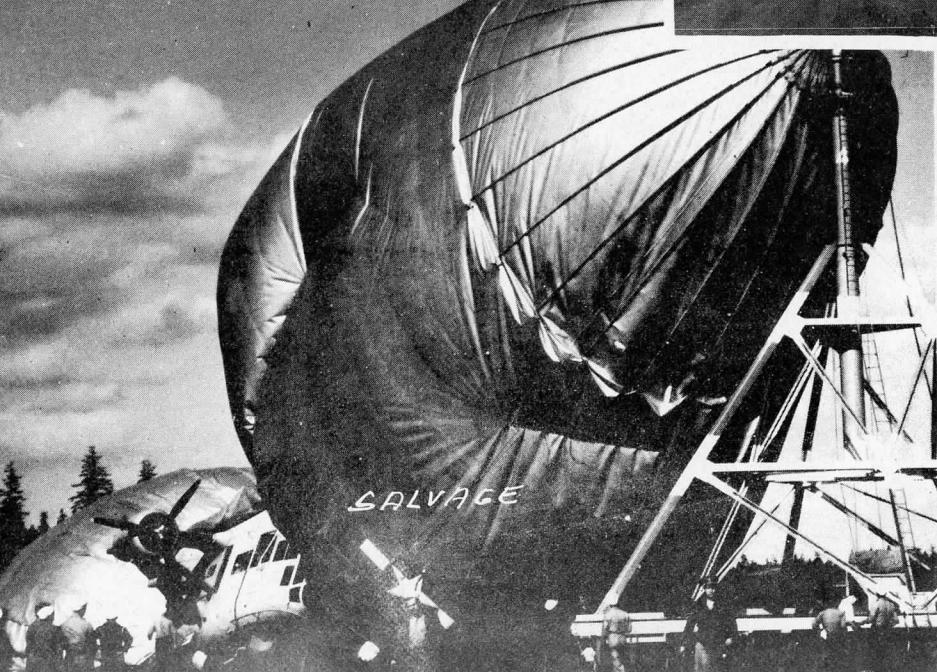
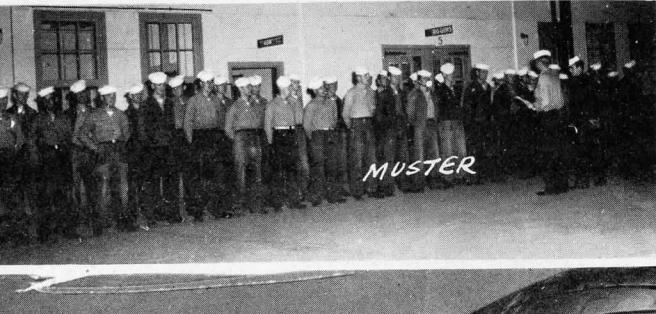
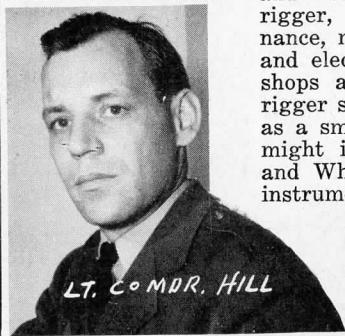


Hedron at NAST

Blimp Hedron 3, Detachment 33, was established in September 1943, as a service unit for Blimp Squadron 33. Designated as Officer-in-Charge at that time was Lt. Comdr. Prescott Dixon, USNR, with Lt. (now Lt. Comdr.) L. M. Hill as Administrative Officer.

Succeeding Lt. Comdr. Dixon, as Officer-in-Charge, on 11 April 1944, was Lt. Comdr. Burr Odell, USNR, who reported aboard from Moffett Field. He, in turn, was succeeded on 27 January 1945 by Lt. (now Lt. Comdr.) Robert W. Gibson, USNR, also from Moffett Field.

The ramifications involved in maintaining and servicing type K airships proved many and interesting. They required establishing rigger, machine, accessory, propeller, ordnance, metal, fabric, radio, special devices, and electric shops. Though many of these shops are peculiar to LTA, such as the rigger shops, Hangar B might be classified as a small factory in itself. A day's work might involve changing a 1000 lb. Pratt and Whitney engine to adjusting a small instrument weighing a few ounces.



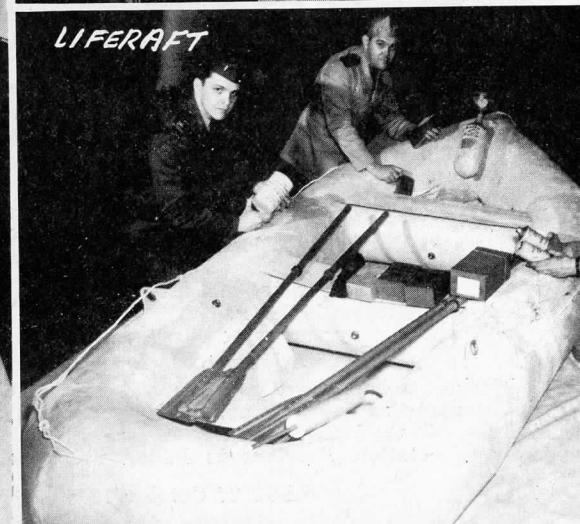
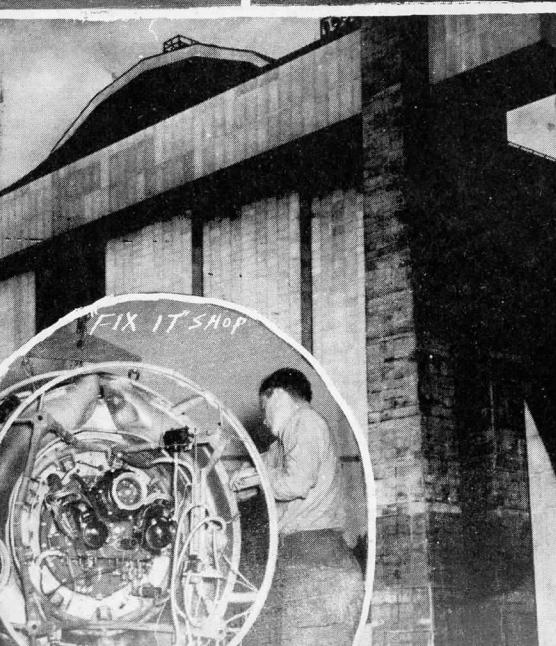
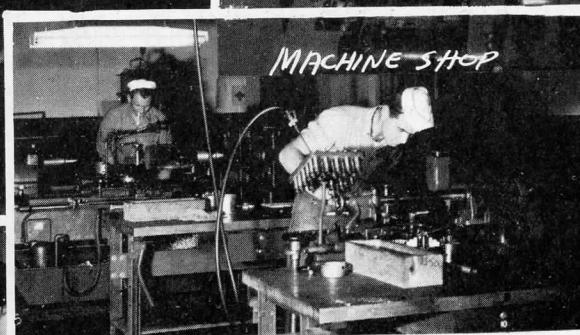
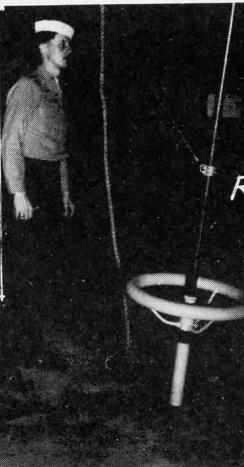
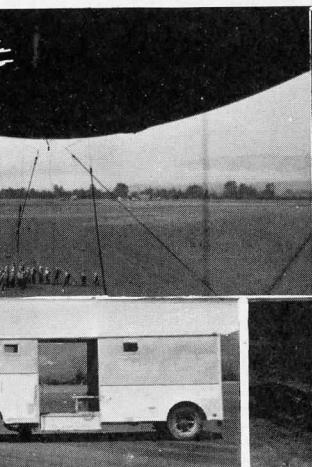
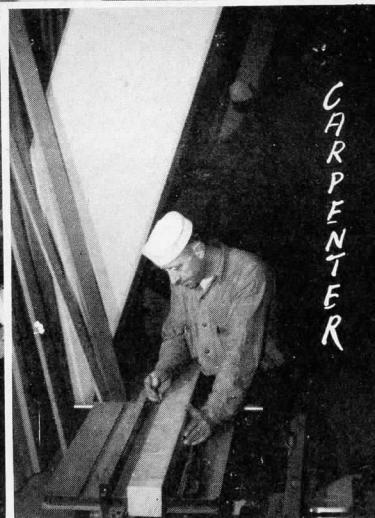
1943 - 1945

In addition to overhauling airships and getting them ready for flights, which departed 24 hours a day, Hedron personnel were required to land and dock airships. This required operation of mooring masts, auxiliary blowers and other accessory equipment.

Probably one of the most fascinating jobs included in Hedron activities was that of salvaging wrecked airships. This called for salvage operations from Canada to Tillamook. The men returning from the Canadian salvage were upon their return qualified woodsmen. Under the direction of Lt. (jg) Henderson, a type K airship car was transported on skids, 15 miles over heavily wooded terrain. Very often the crew had to be satisfied with a few hundred yards progress for the day.

Salvage of this sort has put some airships back in flying trim and has rescued valuable parts from others.

Hedron leaves Tillamook with many pleasant memories and a hearty thanks to Station for their help on a grand tour of duty.



MARINES



CAPT. SHERMAN



MAJOR CONGER



MAJOR SVOBODA

On 2 March, 1943, without the usual pre-invasion bombardment, the United States Marines, 29 strong, led by Capt. J. W. Sherman, established a beachhead at NAS, Tillamook. Some 31 months later with a force twice as large as the first contingent, they had yet to relinquish their objective.

Their purpose aboard the station has been two-fold. Primarily they were to enforce security measures on the station; secondarily, these veterans returning from the Pacific areas were to take a well-earned rest.

In November, 1943, Capt. Hoxie C. Griswold, USMCR, took over command of the Marine Barracks. This veteran of World War I was aboard until July, 1944, when he was relieved by Major W. R. Conger, USMCR. He, in turn, was replaced by Major J. J. Svoboda, USMCR, in October of the same year.

On 15 April, 1945, the detachment was placed under the command of the present Commanding Officer, Capt. E. P. Nordberg, USMCR.

Barracks One was the leathernecks' first home on the station. In the spring of 1944, they moved to their present location behind the Administration building.

Always a Mascot

Marines always have mascots and this detachment was no exception. At present, it is "Bambi" the deer, who wanders at will over the station. Previous to Bambi was

HOLD



"King," the bulldog.

The original "Devil Dog", a huge English bulldog named "Spike," was liked and admired by everyone who came aboard the station. Spike met a tragic death beneath the wheels of an automobile. He was given a military funeral with the resounding report of a Marine Firing squad witnessed by the entire station personnel.

One of the more colorful characters, and typically a first sergeant according to standards of "size," "shape," and years of service, was portly, good natured, fun-loving John Ely. "The Top" as he was called was everybody's friend and was long remembered after he received his orders for Hawaii.

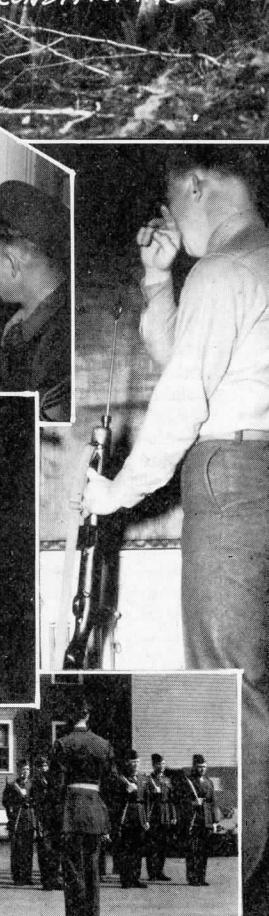
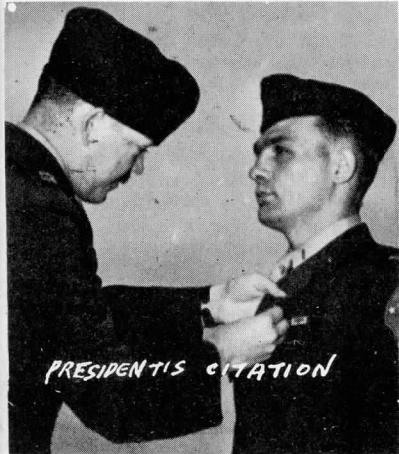
Red-letter day for six of the company was 27 September. They were the first men to receive point discharges from this detachment.

TIP OFF

By Ships' Editorial Association

To keep National Service Life Insurance policies in force after leaving the service, veterans must mail premium payments within 31 days of the last payroll deduction directly to the Collections Subdivision, Veterans Administration, Washington 25, D. C., by check or money order payable to the Treasurer of the U. S. The policy, in addition, must be converted from a term policy before the expiration of the term.

TILLAMOOK "BEACH HEAD"



Civilians also Serve at NAST

In November, 1942, a vanguard of 13 clerical administrative employees arrived at NAST from Moffett Field to train clerical help for a beehive of activity. In this group were Chester Verran, Mary Davis, John Davis, Gene Loop and Evelyn Grimwood. Of these only Chester Verran, Purchasing Clerk of Supply Department now remains on the station. Theresa Verran, Clerk, Public Works, and Joe Stroka, Quarterman, Transportation Department, soon joined these busy workers. Outstanding contributions were made by John Davis in the performance of his duties as Chief Clerk in the Accounting Department; Mary Davis as Chief Clerk in Public Works; Gene Loop and Evelyn Grimwood as Chief Clerks of Central Office. It is said that there was a little mud mixed in with the work in those early, arduous, pioneering days, for the incessant rainfall and lack of sidewalks resulted in knee deep mudholes.

Journeymen Needed

With clerical help set for action a nucleus of journeymen was procured. Outstanding employees of the Sound Construction Company transferred to civil service positions. Among them were Jewell Johnson, Quarterman, Public Works, Earl Greene, Ralph Reed, Leonard Kramer, Morgan Burckard, Charlie Bennett, Joseph K. Barton, Joseph D. Kingsland, Alfred Nordstrom, George Burckard and Robert Johnson. Of these, all remain with the exception of the latter two.

Soon other top-notchers joined the office and field employees and are still with us "pitching," as Lelia Doty, our present amiable chief clerk of Central Office, and Alfred J. Nordstrom, Public Works Department employee. (Incidentally, 19 May 1944, civilian emblems were presented to these two employees in recognition of the first local citizens of Tillamook to be employed at NAST), Pearl Moore, the motherly housekeeper at the Women's Officers' Quarters, Carroll Fest, Property and Supply Officer, and Norma Nelson, Acting Chief Clerk of the Accounting Department.

Definite contributions were made by Lawrence Hough, the Design Sup't. of Public Works engineering Department. Under his capable supervision, William Anderson, Civil Engineer, and George Ellis, Engineering Draftsman, solved many design problems and helped lay the keel. A job well done!

Civil Administration

With some semblance of a station there was more time to devote to solution of civilian personnel problems. This was very ably handled by Lieutenant C. C. Magoon, USNR. On 3 May 1945, Lieutenant Magoon returned to civilian life and Mrs. Wilhelmina G. Harvey, with a wide background of Civil Service experience and training, as Recorder of the Labor Board, filled his vacancy. Under the leadership of these two persons, much was done to promote good working relations among this group. Such problems were solved as:

(1) **Labor Turnover**—seasonal labor hiring was resorted to, especially during the

summer of 1943 when "Hi-Y" boys, ages 16-20 came aboard from all parts of the northwest to help relieve the labor shortage. The highest number of civil service employees aboard was reached in January, 1944, when the civilian complement increased to 212.

(2) **Bond Purchases**—in December 1943, Station civilians were awarded the Commandant's War Bond Pennant for outstanding bond participation. Special commendation goes to Fred Jones, Roofer, Public Works Department, for his tireless efforts. Others deserving special recognition are Theresa Verran of Public Works, Helen Holm, Secretary in Communications Department; William Weise, Chief Clerk, Supply Department, together with John Davis, "Pat" Williams; and Joe Stroka of the Transportation Department.

(3) **Safety**—in January and September, 1945, safety awards were presented employees because of no time injuries during 1943 and 1944, respectively.

(4) **Increasing working morale** was an objective in a supervisory personnel development program conducted by Lt. A. Herschel in February 1945, of the 13th Naval District. Such courses were conducted as "Problems of Handling People," "Fundamentals of Management," etc.

(5) **Getting the Man on the Job** was accelerated by the standardization of the system of indoctrination of the new arrivals, all of whom go through the civil service processing.

(6) Other successes to the credit of NAST civilians are their responses to Blood Banks, Red Cross, United War Chest Drive.

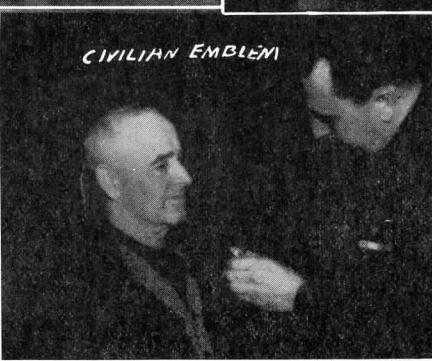
The housekeepers of the B.O.Q., W.O.Q. "Ad" Building, Dispensary, and other building deserve "orchids" also. Many, with sons themselves at the front, contributed in the way they "knew best" by helping to keep things shipshape at the various buildings. So it's "hats off" to: Pearl A. Moore, Edith L. Wells, Hattie M. Daly, Vesta M. Mekkers, Gertrude R. Wright, Nellie E. Atkinson, Ella B. Browning, Genevieve L. Babbitt.

The convictions of the civilians, who "pitched" with a will and were geared for a big job, were borne out by the successful operations of the blimps thus minimizing the threats of enemies on our West Coast.

The job of NAST could not have been accomplished without cooperation—the military, with the greatest contribution of all, of course, have come and gone by necessity, and the civilians, by choice, have remained solidly at their post. So, civilians, here's a vote for a remarkably fine job!

If you're headed for a Separation Center and return to civilian life, remember Sec-Nav's warning: your discharge carries the responsibility of keeping military secrecy. Remember that classified material, such as that dealing with codes and ciphers, remains classified in peacetime. Anyone disclosing such information is subject to trial under the Espionage Act.

1942 - 1945



SECNAV ASKS UNMATCHED NAVY

By Ships' Editorial Association

A peacetime Navy more powerful than that of any combination of powers was urged by Secretary Forrestal at a House Naval Affairs Committee hearing. The committee is considering a resolution for a postwar fleet of 6,084 vessels including 1,079 combatant ships.

Approximately 30% of these ships would constitute an active fleet, another 10% would be in "ready reserve," while the bulk, around 60%, would be retained in an inactive reserve with only small maintenance crews.

The Secretary proposed that the Navy's active and ready reserve fleets include 11 modern battleships, 15 carriers, 21 escort carriers, 20 heavy and large cruisers, 29 light cruisers, 176 destroyers, 40 destroyer escorts, 90 submarines plus the necessary auxiliaries and amphibious craft. Of the 12,000 Navy planes suggested for the fleet, 8,000 would be ready for active use.

STATION LOG

(Continued from page 3)

Officer, replaced by Lt. Comdr. H. F. Burfeind, USN, the arrival of the WAVES in April, and the death of Secretary of the Navy Knox.

During the summer, Lt. Comdr. E. S. Walling replaced Lt. Comdr. Burfeind, and squadrons of FM's used refueling and rearming facilities at NAS, Tillamook.

In November the station was readied to receive FM-2 airplanes aboard for long-time storage, and in December the maintenance of the Outlying Field at Newport, Oregon, became a station responsibility. At the year's end, Executive Officer Lt. Comdr. E. S. Walling was replaced by Lt. Comdr. D. R. MacDonald. (See pix page 4).

Historic 1945

The historic changes of 1945 were reflected at NAS, Tillamook.

In February, Captain Lang was detached as Commanding Officer and ordered to report to NAS, Lakehurst, N. J.

Commander T. M. Whelan, USN, reported from Moffett Field to assume command of the station on 16 February.

After the V-E day ceremonies in May, the first of the FM-2's were received aboard for storage.

During July the station played host to 400 Navy firefighters who reported daily to the fire burning in the Wilson River area.

In August the station celebrated V-J Day along with the rest of the nation. By the middle of September officer and enlisted personnel were being discharged under the point system, and the station was operating on a reduced functional basis.

"The firefly only shines when on the wing. So it is with the mind; when we rest we darken."

— Bailey

Up Ship

Up Ship — full into the horizon . . . sail,
Onward — achieving objectives . . . without
fail.

Boldly — set forth your challenge . . . Yeah!
For danger steals along the wave-champed
way.

Aloft — hold dauntless vigil over the surging
sea,
Up Ship — that our shores shall be forever
free!

30 SHIPS TO VISIT COAST

By Ships' Editorial Association

Thirty major combatant ships of the Pacific Fleet are scheduled to visit west coast ports on Navy Day, 27 October.

Admiral William F. Halsey, Jr., USN, on the USS South Dakota, will lead a force into San Francisco Bay consisting of the battleships Alabama, Wisconsin and Indiana, the carriers Yorktown and Bon Homme Richard and the cruiser Oakland.

Sailing for San Pedro are the battleships Texas and Nevada, the carriers Shangri-La and Hancock, the cruisers Baltimore, Los Angeles and Tucson.

Seattle will have the battleships Iowa, Colorado and Arkansas, the carrier Bunker Hill and the cruiser Duluth.

Portland, Oreg., will have the carrier Independence and the cruiser Topeka and Amsterdam. Tacoma, Wash., will have the battleship Maryland, the carrier Ticonderoga and the cruiser Atlanta.

Slated for San Diego are the West Virginia, the carrier Cowpens and the cruiser San Diego.

The carrier Hornet will be at Monterey, Calif., and the cruiser Vicksburg at Santa Cruz, Calif.

Guam Movie

(SEA).—The story of Guam as recorded by Navy photographers from landings 21 July 1944 until the island was transformed into a major base will soon be released by Warner Bros. as a two-reel color film, "Salvaged Island."

NAST

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